Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-VI-C-315

Name: MD 935 over Georges Crk (#1017)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended ___X___

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: __Anne E. Bruder_____ Date: __3 April 2001_____

Reviewer, NR Program: _Peter E. Kurtze_____ Date: ___3 April 2001_____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. AL-VI-C-315**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: Georges Creek Bridge, 1017

LOCATION
Road Name and Number: MD 935 over Georges Creek
City/Town: Moscow _ vicinity
County: Allegany

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
___ NR listed district _ NR determined eligible district
___ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Located in southwestern Allegany County, Bridge 1017 carries MD 935 (old MD 36) over Georges Creek near the village of Moscow. Part of Maryland's Appalachian Plateau physiographic zone, MD 935 crosses the generally easterly-flowing Georges Creek in a north-south direction. Nineteenth- and twentieth-century dwellings scattered amidst the rural setting surround the bridge.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Consisting of two 44-foot concrete beam spans, Bridge 1017 carries two lanes of traffic on its 27-feet of clear roadway. Erected in 1930 according to a plaque, the bridge measures slightly over 101 feet in total length. Five concrete t-beams support the bridge's concrete deck and blacktop wearing surface. W-beam traffic barriers guard the approaches and also serve as bridge railings. The bridge pier, abutments and wing walls are also made of concrete.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

A 1958 inspection report revealed that Bridge 1017 once possessed concrete balustrade railings. A 1979 inspection described the balustrades as almost completely spalled away with only reinforcing bars remaining. The balustrades have been removed and replaced with w-beam guardrails since the 1979 report. Due to excessive deterioration, the northern wing wall located on the upstream side of the bridge was repaired and all drainage devices were unclogged during 1988.

HISTORY

When Built: 1930
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: Unknown
Why Altered: Near complete deterioration and spalling of the concrete balustrades and north wing wall.

Was this bridge built as part of an organized bridge building campaign?: No, historic research has not indicated that this bridge was erected as part of an organized building campaign.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Documents have not identified any events significant in Maryland and/ or local history that spurred construction of Bridge 1017.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Erection of Bridge 1017 does not appear to have had any significant impact on the area's growth and development.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

Bridge 1017 consists of two identical, 44-foot spans matching the State Roads Commission's 1930 standard plans for concrete girder bridges. These standard plans included the use of concrete balustrades instead of parapets for railings. As a result of the insensitive replacement of the bridge's concrete balustrades, Bridge 1017 is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

The complete removal of the bridge's balustrade and its replacement with w-beam barriers has compromised the overall integrity of the structure. However, the remaining character defining elements appear to possess good integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, Bridge 1017 is not a significant example of the State Roads Commission's 1930 standard plans for concrete girder bridges.

Should this bridge be given further study before significance analysis is made, and why?

No, since the resource probably does not possess sufficient integrity.

BIBLIOGRAPHY

Maryland State Highway Administration
As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland
1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933*. Baltimore.

1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart **Date:** 13 May 1996
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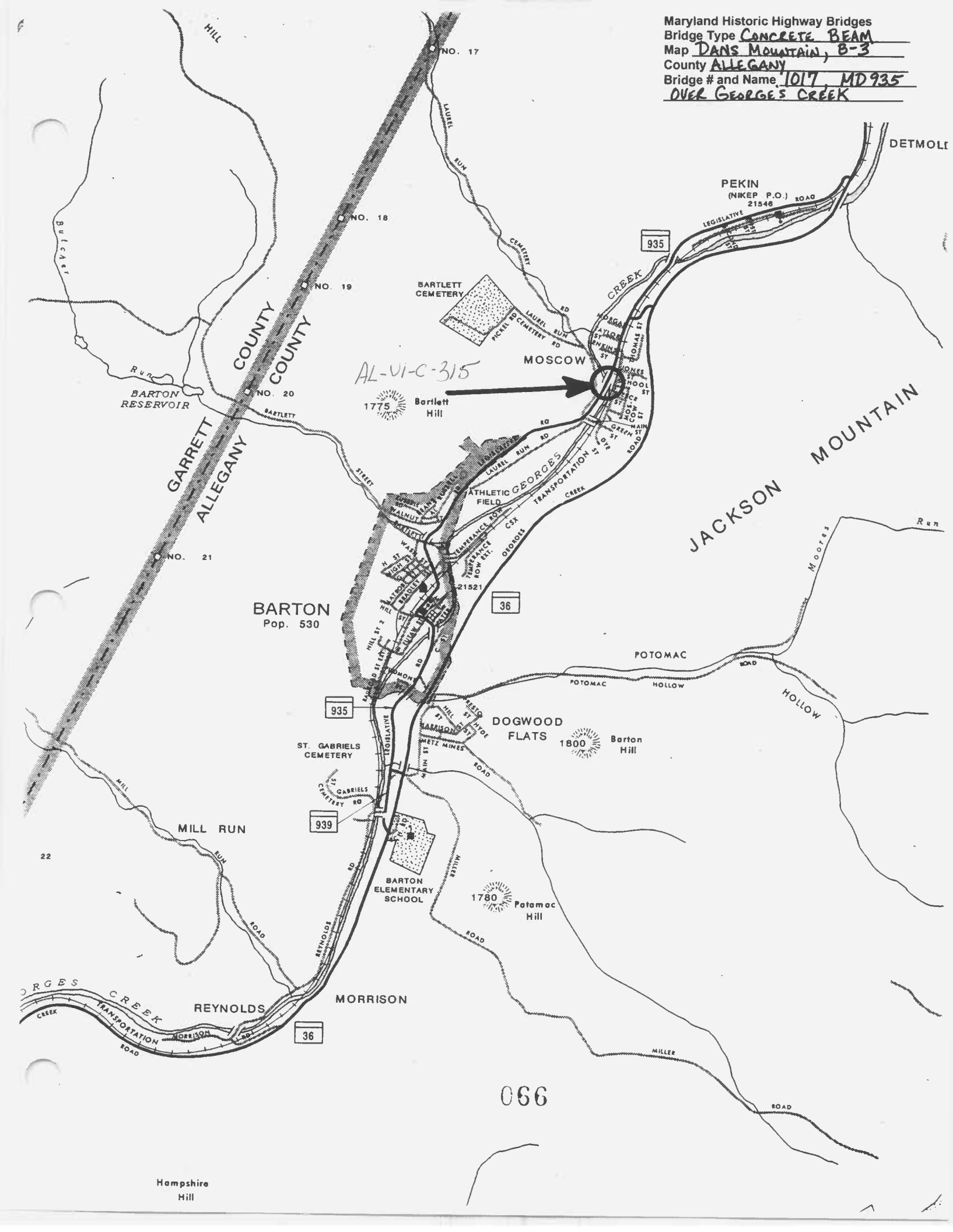
Mechanicsburg, PA 17055


Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map DANS MOUNTAIN, B-3
County ALLEGANY
Bridge # and Name 1017 MD 935
OVER GEORGES CREEK
AL-VI-C-315
BARTON
Pop. 530
MOSCOW
PEKIN
(NIKEP P.O.) 21546
DETMOLI
BARTLETT CEMETERY
BARTON RESERVOIR
1775 Bartlett Hill
ATHLETIC FIELD
21521
DOGWOOD FLATS
1800 Barton Hill
ST. GABRIELS CEMETERY
MILL RUN
BARTON ELEMENTARY SCHOOL
1780 Potomac Hill
REYNOLDS
MORRISON
POTOMAC
HOLLOW
JACKSON MOUNTAIN
GARRETT COUNTY
ALLEGANY COUNTY
NO. 17
NO. 18
NO. 19
NO. 20
NO. 21
935
36
939
Hampshire Hill
066

BR# 1011710 AL-VI-C-315

Over Georges Creek

Allegany Co. Md.

DAVE KING

1/27/95

SHA

NORTHEAST APPROACH

1 of 5

BR# 1011710

AL-VI-C-315

OVER GEORGES CREEK

Allegany Co. Md.

Dave King

1/27/95

SHA

SOUTH WEST APPROACH

2 of 5

AL-VI-C-315

BR # 1011710
OVER GEORGES CREEK
Allegany Co. Md.

DAVE KING
1/27/95
SHA

NORTHWEST ELEVATION (UPSTREAM)

385


BUILT — 1930
TATE ROADS COMMISSION
C. CLINTON OHL — CHAIRMAN
JOHN K. SHAW
R. D. WILLIAR, JR. — CHIEF ENGINEER

BR # 1011710 AL-VI-C-315

OVER GEORGES CREEK

ALLEGANY Co Md

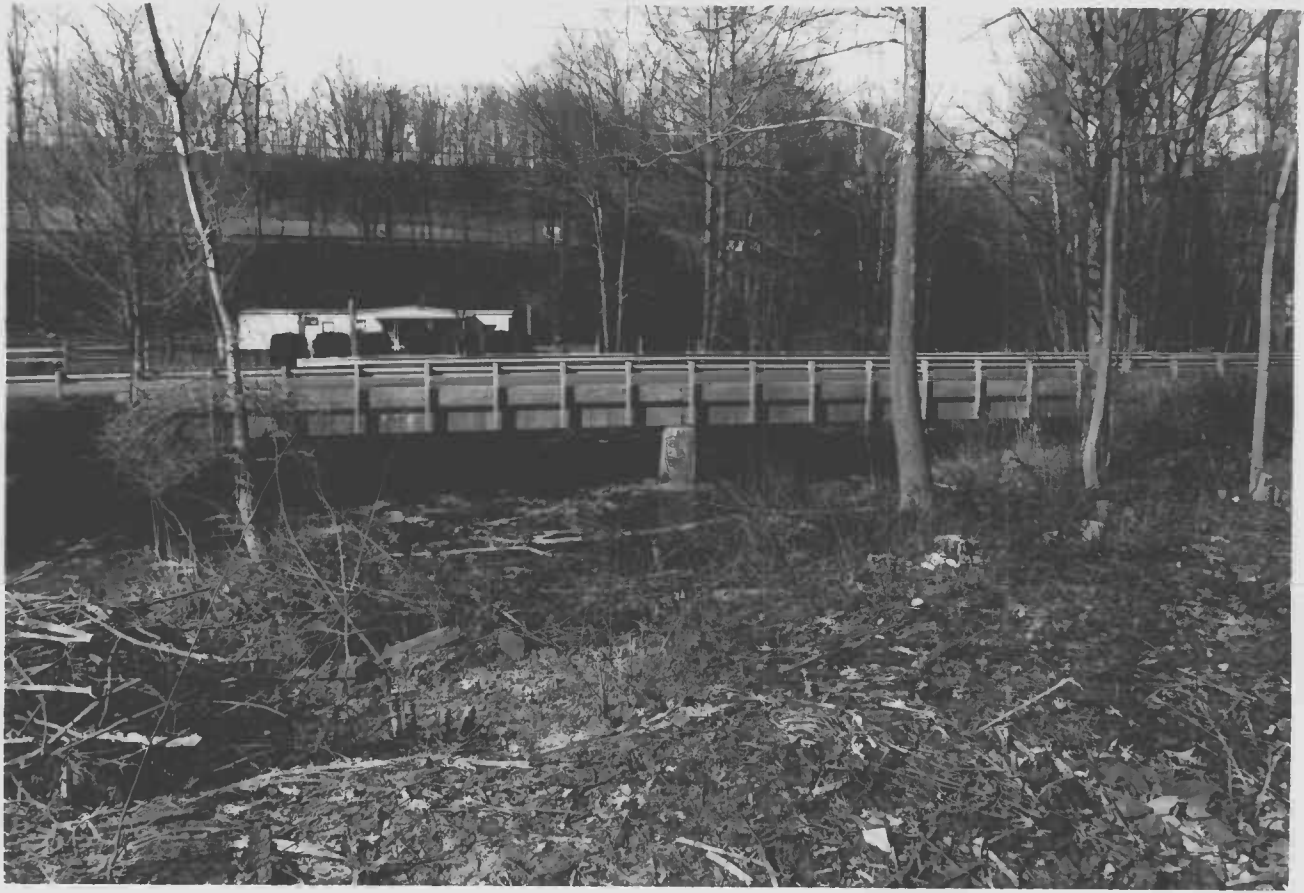
DAVE KING

1/27/95

SHA

PLAQUE ON NORTHWEST PARAPET

4 of 5



BR # 1011710

AL-VI-C-315

OVER GEORGES CREEK
ALLEGANY Co Md.
DAVE KING
1127195
SHA

SOUTHEAST ELEVATION (DOWNSTREAM)

5 of 5